Sri R. S. HEGDE.—What is the return from the pumpsets purchased by the D. C. under the special grant by the Divisional Commissioner and also from the pumpsets purchased by the Block ?

†ಶ್ರೀ ಹೆಚ್. ಸಿ. ಬೋರಯ್ಯ.—ರಿಟರ್ನ್ ಕೊಡುವುದಕ್ಕೆ ನಾವು ಹಣವನ್ನೇ ಇಲ್ಲಿಂದ ಕೊಡಲಿಲ್ಲ.

Sri R. S. HEGDE.—How is it proposed to dispose them of ?

ಶ್ರೀ ಹೆಚ್. ಸಿ. ಬೋರಯ್ಯ.—ಬಹುಶಃ ಈಗಾಗಲೇ ಇದನ್ನು ಮುಂಜೂರು ಮಾಡಿ ಅಲ್ಲಿನ ಡೆಪ್ಯುಟಿ ಕಮಿಷನರುಗಳೇ ಕೊಟ್ಟುಬಿಡುತ್ತಾರೆ.

Sri R. S. HEGDE.—These 40 pumpsets were given on hire to various agriculturists on a rent of Rs. 4 per day. In view of the fact that these pumpsets were used ones, will Government think of distributing these pumpsets on a 50 per cent subsidy ?

ಶ್ರೀ ಹೆಚ್. ಸಿ. ಬೋರಯ್ಯ.—ನಾನಾಗಲೇ ಹೇಳಿದಂತೆ ನಾವು ಇದನ್ನು ಕೊಡಲು ನಮ್ಮಲ್ಲಿ ಹಣವಿಲ್ಲ. ಯಾವ ಯಾವ ರೈತರು ಇಂತಹ ಪಂಪುಸೆಟ್ಟುಗಳು ಬೇಕೆಂದು ಅಪೇಕ್ಷೆ ಪಡುತ್ತಾರೋ ಅಂತಹ ರೈತರಿಗಾಗಿ ಮುಂಜೂರಾತಿ ಕೊಡುತ್ತೇವೆ. ಈಗಾಗಲೆ ಅದರಂತೆ ಆಯಾ ಡಿ. ಸಿ.ಗಳು ಕೊಟ್ಟುಬಿಟ್ಟಿರಬೇಕು.

ಶ್ರೀ ಎಸ್. ಪಿ. ಫಾಯದೆ.—ಇಲ್ಲಿ ಹೇಳಿರುವ 40 ಪಂಪು ಸೆಟ್ಟುಗಳಲ್ಲಿ ಕಾರವಾರ ಜಿಲ್ಲೆಗೆ ಯಾವ ಯಾವ ತಾಲ್ಲೂಕುಗಳಿಗೆ ಕೊಡಲಾಗಿದೆ ಎನ್ನುವುದರ ವಿವರಗಳು ಇವೆಯೇ ? ಇದ್ದರೆ ಅದನ್ನು ತಿಳಿಸುತ್ತೀರಾ ?

ಶ್ರೀ ಹೆಚ್. ಸಿ. ಬೋರಯ್ಯ.—ಇದರ ವಿವರಗಳು ಈಗ ಇಲ್ಲಿಲ್ಲ.

Buses run by M.S.R.T.C. in Kolar District.

*Q.—537. **Sri S. RAJAGOPAL** (Kolar Gold Fields).—

Will the Minister for Transport and Tourism be pleased to state :—

(*a*) the number of buses run by the M.S.R.T.C. in Kolal District ;

(*b*) the total revenue derived by it for the past four years in the said district ;

(*c*) the total expenditure on various heads during the said period ?

A.—**Sri D. DEVARAJ URS** (Minister for Transport and Tourism).—

(*a*) 24 buses are on routes in Kolar District as also Inter-Distric routes.

(*b*) The yearwise revenue earned by 24 buses is as follows :—

Year	*Revenue earned*
1961–62	Rs. 7,41,518.00
1962–63	Rs. 7,26,325.00
1963–64	Rs. 7,17,379.00
1964–65	Rs. 8,60,245.00

(*c*)

Year	*Cost of operation*
1961–62	Rs. 12,56,486
1962–63	Rs. 11,37,522
1963–64	Rs. 13,20,762
1964–65	Rs. 13,98,336

Sri S. RAJAGOPAL.—It is seen from the answer that the losses are mounting up. May I know the steps taken by the Department to reduce the losses ?

†Sri D. DEVARAJ URS.—The losses are mainly due to the fact that in the Kolar and Chintamani pockets the M.S.R.T.C. buses are running in competition with other private operators as a result of which losses are being incurred. The only step that the MSRTC has thought of, is to nationalise the pockets and a scheme for that was published on 8th October 1964 under Chapter 4A of the Motor Vehicles Act and it is pending finalisation before Government.

Sri S. M. KRISHNA.—Are we to take it that whenever people have an option either to travel in Government bus or in private bus, they invariably opt to travel by the private bus and so the loss can be accounted to this to a very great extent ?

Sri D. DEVARAJ URS.—I would like the hon'ble member to travel once in Government bus. Once he travels in Government bus, he will always travel in Government bus only. Wherever our buses are running people always opt to travel by Government bus only and not by private buses.

Sri S. M. KRISHNA.—Once I travelled from Bangalore to Maddur. I was stranded at Kengeri. I took some other vehicle and went.

[*No answer*]

Sri G. V. GOWDA.—So far as the Government buses are concerned, may I know how you could account for such huge losses; specially when the people are desirous of opting out to vehicles run by private operators for travel ?

Sri D. DEVARAJ URS.—There is cut-throat competition in this particular sector.

Sri C. J. MUCKANNAPPA.—You were pleased to tell us that between Chintamani and Bangalore, due to non-nationalising of the route. You are working at the rate of 72 to 73 paise per mile. May I know when you are going to nationalise the entire Kolar District ? What is the time required for the Government ?

Sri D. DEVARAJ URS.—I already replied that the scheme has been published under Chapter IV-A on 8th October 1964 and it is before the Government for hearing.

Sri C. J. MUCKANNAPPA.—I want to know the specific date. Is there any political pressure not to take a decision ? Otherwise, how is the loss going to be made good ?

Sri D. DEVARAJ URS.—I am sorry the Hon. Member is thoroughly mistaken. I stoutly deny the insinuation he is making.

Sri P. F. D'MELLOW.—In view of the fact that the Transport route is not extended up to the Mysore Mine Undertaking and Marikuppum, the employees of the Mysore Mine undertaking are suffering after 4 to 5 o'clock. Will the Government be pleased to extend the Service up to the terminus and Marikuppm ?

Sri D. DEVARAJ URS.—It is a suggestion for action.

ಶ್ರೀ ಆರ್. ಎನ್. ಲಕ್ಷ್ಮೀಪತಿ.—ಸರ್ಕಾರದವರು ಬಸ್ ನಡೆಸಿದರೆ ಲಾಸ್ ಆಗುತ್ತದೆ, ಆದರೆ ಖಾಸಗೀಯವರು ನಡೆಸಿದರೆ ಕಡಿಮೆ ದರದಲ್ಲಿ ಕರೆದುಕೊಂಡು ಹೋಗುತ್ತಾರೆ, ಹೆಚ್ಚಿನ ಟ್ಯಾಕ್ಸ್ ಕೊಡುತ್ತಾರೆ, ಲಾಭದಲ್ಲಿ ನಡೆಸುತ್ತಿದ್ದಾರೆ. ಆದ್ದರಿಂದ ಎಲ್ಲಾ ರೂಟ್‌ಗಳನ್ನು ಖಾಸಗೀಯವರಿಗೆ ಕೊಡುವುದಕ್ಕೆ ಯೋಚನೆ ಮಾಡುತ್ತೀರಾ ?

ಶ್ರೀ ಡಿ. ದೇವರಾಜ ಅರಸ್.—ಲಾಸ್ ಆಗುತ್ತಿರುವುದಕ್ಕೆ ಕಾರಣ ಖಾಸಗೀ ಬಸ್ಸಿನವರೆ. ಅವರು ಕಡಿಮೆ ದರದಲ್ಲಿ ಹೆಚ್ಚಿನ ಜನರನ್ನು ಕರೆದುಕೊಂಡು ಹೋಗುತ್ತಾರೆ. ನಮ್ಮ ಬಸ್ಸಿಗೆ ಬರುವ ಜನರನ್ನು ತಪ್ಪಿಸುತ್ತಾರೆ. ಒಂದು ವಿಧವಾದ ಸ್ಪರ್ಧೆ ಮಾಡುತ್ತಿದ್ದಾರೆ. ಆ ಕಾರಣದಿಂದ ನಾವು ಎಲ್ಲಾ ರೂಟ್‌ಗಳನ್ನು ನ್ಯಾಷನಲೈಸ್ ಮಾಡಬೇಕೆಂದಿದ್ದೇವೆ. ಚಾಪ್ಟರ್ 4 ಎಂಬ ಒಂದು ಸ್ಕೀಮ್ ಸರ್ಕಾರದ ಮುಂದೆ ಇದೆ. ಮುಖ್ಯ ಮಂತ್ರಿಗಳು ಆ ಕೇಸನ್ನು ಹಿಯರ್ ಮಾಡಿದ್ದಾರೆ. ಇನ್ನೊಂದು ಮಾತು ಹೇಳುವುದಿದೆ. ನಮ್ಮ ಸರ್ಕಾರಕ್ಕೆ ಬರುವ ಲಾಭ ಬರುತ್ತಿದೆ. ಕಾರ್ಪೊರೇಷನ್‌ನವರು ಒಂದು ಕಾನೂನ ಸಹ ವ್ಯರ್ಥವಾಗದ ರೀತಿ ವ್ಯವಹಾರ ನಡೆಸುತ್ತಿದ್ದಾರೆ.

ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ.—24 ಬಸ್ ರೂಟ್‌ಗಳಲ್ಲಿ ಅಂದರೆ 1961-62, 1962-63, 1963-64, 1964-65ರಲ್ಲಿ ಅಂದರೆ ಪ್ರತಿ ವರ್ಷವೂ ಲುಕ್ಸಾನಾಗುತ್ತಿದೆ. ಒಟ್ಟು 20 ಲಕ್ಷ ರೂಪಾಯಿಗಳಷ್ಟು ಲುಕ್ಸಾನಾಗಿದೆ. ಮೊದಲನೆಯ ವರ್ಷ ಲುಕ್ಸಾನಾದಾಗಲೆ ಇದನ್ನು ನಿರಪಡಿಸುವುದಕ್ಕೆ ಸರ್ಕಾರದವರು ಏತಕ್ಕೆ ಪ್ರಯತ್ನಪಡಲಿಲ್ಲ? ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುವುದಕ್ಕೆ ಇಷ್ಟು ವಿಳಂಬವಾಗಲು ಕಾರಣವೇನು ? ಛಾಸಿಗಳ ಅಭಾವವೇ, ಅಥವಾ ಹಣದ ಅಭಾವವೇ, ಅಲ್ಲದೆ ಮತ್ತೇನಾದರೂ ಅಭಾವವಿದೆಯೇ ?

ಶ್ರೀ ಡಿ. ದೇವರಾಜ ಅರಸ್.—ಛಾಸಿ ಅಭಾವ, ಹಣದ ಅಭಾವ ಇವೆರಡೂ ಇದೆ.

ಶ್ರೀ ಆರ್. ಎನ್. ಲಕ್ಷ್ಮೀಪತಿ.—ಮನವಿಪಲ ಮಾಡಿದ ಮೇಲೆ ಹೆಚ್ಚಿನ ಲಾಭ ಬರುತ ದೆಂದು ಹೇಳಿದರು. ಇನ್ಟರ್-ಸ್ಟೇಟ್ ರೂಟ್‌ಗಳನ್ನು ಖಾಸಗೀ ಮಾಲೀಕರುಗಳಿಗೆ ಕೊಟ್ಟರೆ ಸರ್ಕಾರಕ್ಕೆ ಹೆಚ್ಚಿನ ಲಾಭ ಬರುತ್ತದೆಯಲ್ಲವೇ ?

ಶ್ರೀ ಡಿ. ದೇವರಾಜ ಅರಸ್.—ನಮ್ಮ ಅನುಭವದಲ್ಲಿ ಈಗಿನ ಕ್ರಮದಲ್ಲಿಯೇ ಚೆನ್ನಾಗಿ ಆದಾಯ ಬರುತ್ತಿದೆ.

ಶ್ರೀ ಸಿ. ಜೆ. ಮುಕ್ಕಣ್ಣಪ್ಪ.—ಕೇಸುಗಳು 2 ವರ್ಷದಿಂದ ಸರ್ಕಾರದ ಮುಂದೆ ಇದೆಯೆಂದು ಹೇಳಿದರು. ಇಷ್ಟೊಂದು ಲುಕ್ಸಾನು ಆಗುತ್ತಿದ್ದರೂ ಸಹ ಜಾಗ್ರತೆ ತೀರ್ಮಾನ ಮಾಡಿಲ್ಲವೇಕೆ? ಮುಖ್ಯ ಮಂತ್ರಿಗಳೇನಾದರೂ ನಿದ್ರೆಮಾಡಿಕೊಂಡಿದ್ದಾರೆಯೇ? ಇದರ ಅರ್ಥವಾದರೂ ಏನು, ಸ್ಪಷ್ಟಪಡಿ ?

ಶ್ರೀ ಡಿ. ದೇವರಾಜ ಅರಸ್.—ಅನೇಕ ಜನ ಅಪರೇಟರ್‌ಗಳಿದ್ದಾರೆ. ಇಂತಹ ಕೇಸ್‌ಗಳಲ್ಲಿ ಪಾರ್ಟಿಗಳಿಗೆ ನಂದರ್ಭಾನುಸಾರ ಕಾರಾವಕಾಶ ಕೊಡಬೇಕಾಗುತ್ತದೆ. ಯಾರು ಹಿಯರ್ ಮಾಡಿದ್ದಾರೋ ಅವರು ಆರ್ಗ್ಯುಮೆಂಟ್‌ಗೆ ಕಾರಾವಕಾಶ ಕೊಡಬೇಕಾಗುತ್ತದೆ. ಆದ್ದರಿಂದ ಮುಖ್ಯ ಮಂತ್ರಿಗಳು ಒಂದೇ ಕಡೆ 8-10 ದಿನ ಕುಳಿತಿರುವುದಕ್ಕಾಗುವುದಿಲ್ಲ, ಅವರಿಗೆ ಬೇರೆ ಕೆಲಸಗಳಿರುತ್ತವೆ.

Mr. SPEAKER.—I was feeling that the use of the word "ನಿದ್ರೆ ಮಾಡುತ್ತಿದ್ದರೆ" was not commendable.

ಶ್ರೀ ಸಿ. ಜೆ. ಮುಕ್ಕಣ್ಣಪ್ಪ.—ಬೇಕಾದರೆ ವಾಪಸ್ ತೆಗೆದುಕೊಳ್ಳೋಣ.

Sri S. M. KRISHNA.—In spite of the losses incurred between 1962 and 1965, why is it that the cost of operation also has steadily risen from 1961 to 1965 ?

Sri D. DEVARAJ URS.—Because the cost of spare parts, diesel oil and rubber goods, etc. have gone up. The motor vehicle taxation has also added to the rise in the cost of operation. The wage structure is also getting enlarged in respect of labour. All these things have added to the cost and that is why the cost is going up.

Mr. SPEAKER.—Sri S. Rajagopal.....

Sri P. VENKATAGIRIAPPA.—I have been pressing to put a question, half-a-dozen times.

Mr. SPEAKER.—What is that? the first thing for the Member, is to resum his seat.

Sri P. VENKATAGIRIAPPA.—What, Sir?

Mr. SPEAKER.—I have called upon Sri S. Ralagopal. I have seen you. I will give you a chance.

Sri P. VENKATAGIRIAPPA.—What is this impartiality?

Mr. SPEAKER.—If you do not want a chance, go on arguing. I will call upon you next. There are two minutes more in the Question Hour. Do you want me to spend those two minutes arguing with you?

Sri S. RAJAGOPAL.—When we are pressing to nationalise these routes, where is the necessity for the Government to consider the giving of new routes for these private operators? Why are they encouraging such things?

Sri D. DEVARAJ URS.—His question proceeds on wrong premises because it is not the Government which gives new routes. It is the R. T. A. of the District, who has independent power, that gives permits. Under the act, the R.T.A. has the power either to give permit or reject the application. So, he exercises his right vested in him under the Act. Government has nothing to do with it. So Government cannot help it.

ಶ್ರೀ ವೆಂಕಟಗಿರಿಯಪ್ಪ.—ಸ್ವಾಮಿ, ತಾವೇ ಅಫ್ಪಣೆ ಕೊಡಿಸಿದ ರೀತಿ ಈಗ 4 ವರ್ಷದಿಂದ 20 ಲಕ್ಷ ರೂಪಾಯಿಗಳು ನಷ್ಟವಾಗಿದೆ. ಇದಕ್ಕೆ ಪರಿಹಾರ ಮಾರ್ಗವೆಂದರೆ ಬಾಕಿ ಮಾರ್ಗಗಳನ್ನು ನ್ಯಾಷನಲೈಸ್ ಮಾಡಬೇಕೆಂದು ಹೇಳಿದಿರಿ. ಇದೇ ಸಂದರ್ಭದಲ್ಲಿ ಇಷ್ಟು ರಾಸಾಗಿದ್ದರೂ ಸಹ 20 ಜನರಿಗೆ ಇನ್ಟ್ರಾಸ್ಟೇಟ್ ರೂಟ್‌ಗಳನ್ನು ಕೊಡುವುದರ ಔಚಿತ್ಯವಾದರೂ ಏನು?

Sri D. DEVARAJ URS.—I would like to draw the attention of the Hon'ble Members to the provisions in the Motor Vehicles Act, wherein the Government has no authority to interfere with the quai-judicial powers of either the S.T.A. or the R.T.A.

Sri G. V. GOWDA.—We are aware of it.

Sri D. DEVARAJ URS.—If he is aware of it, he need not have put that question.

Sri G. V. GOWDA.—Along with the private operators, why not the M. S. R. T. C. also put in an application?

Sri D. DEVARAJ URS.—We have been applicants. But every time every private operator puts an application, it does not necessarily mean that the M. S. R. T. C. also puts application. To avoid all these applications, we have to monopolise the routes. That we are trying to do. When umpteen number of people put application for inter-State permits, do you mean to say that the M. S. R. T. C. also should file application after application along with the other operators? This is an impracticable proposition.

2-00 P.M.

Sri S. M. KRISHNA.—What prevents the Government in filing the application along with others? Is it not the duty of the Government to appear before the S.T.A. and R.T.A. and file the objections?

Sri D. DEVARAJ URS.—We have filed many objections and objections have been over-ruled and the private operators have been given.

ಶ್ರೀ ಬಿ. ಬೈರಪ್ಪಾಜಿ.—ವರ್ಷೇ ವರ್ಷೇ ಲಕ್ಷಾಂತರ ರೂಪಾಯಿಗಳಷ್ಟು ಇದರಿಂದ ನಷ್ಟ ಮಾಡುವುದಕ್ಕೆ ಬದಲು ಇವರು ಅವರ ಯೋಜನೆಗಳನ್ನು ಮುಂಜೂರು ಮಾಡುವ ತನಕ ಇವರದೇ ಮನಾಪಲು ಮಾಡುವ ತನಕ ಈಗಿರತಕ್ಕ ಸರ್ಕಾರಿ ಬಸ್ಸುಗಳನ್ನು ನಿಲ್ಲಿಸುವುದಕ್ಕೆ ಸಾಧ್ಯವಾಗುತ್ತದೆಯೇ ?

Sri D. DEVARAJ URS.—When once we get into the filed we have to get on and operate and wait for some time till we finally nationalise. If we surrender the permit it will not be possible or we are not entitled to get the permit again.

Sri G. V. GOWDA.—We would like to draw the attention of the Chair that permits have been given to private operators for key routes in South Kanara. How is that ?

Mr. SPEAKER.—What is that the member wants me to do ?

Sri C. J. MUCKANNAPPA.—Sir, on page 12 and 13 of the question ist, I think, the Hon'ble Speaker's name just finds a place.

Mr. SPEAKER.—There is no monopoly of the name. I have not applied. Question Hour is over.

QUESTIONS FOR ANSWERS ON THE DAY
[BUT NOT REACHED]

Sanction of new Bus Routes

*Q.—557. Sri SANJEEVANATH AIKALA (Suratkal).—

Will the Minister for Transport and Tourism be pleased to state :—

(*a*) how many new bus routes have been sanctioned since 1-4-1962 in the district of South Kanara till 31st January 1966 ;

(*b*) which are those new bus routes and the length of each route ;

(*c*) the number of Motor operators whom those bus routes have been sanctioned and the dates of sanction of each of the routes ?

A.—Sri D. DEVARAJ URS (Minister for Transport and Tourism).—

(*a*) 55.

(*b*) *Vide* columns 3 and 4 respectively, in the statement appended.

(*c*) 29. The date of sanction of each of the route is indicated in column 2 in the statement appended.